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**Optimal Power Management for
the UTS Plug-in Hybrid Electric Vehicle**

by

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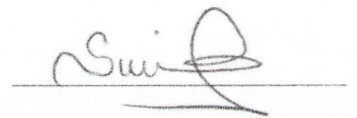
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Salisa binti Abdul Rahman

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ABSTRACT

There is a great potential for significant improvement to be made in energy efficiency and all-electric drive performance of the different types of existing powertrain architectures, such as: 1) traditional internal combustion engine (ICE) powered vehicles; 2) electric vehicles (EVs); 3) hybrid EVs (HEVs), which consist of three types according to the power flow: 1) series; 2) parallel; and 3) series-parallel; and 4) plug-in HEVs (PHEVs) through implementing innovative technologies. Many major car manufacturers have been making great efforts to develop an alternative form of transportation that can offer better solutions to reduce the serious undesirable impacts to the environment and economy. The new type of vehicles will win quick acceptance in the marketplace because of the current high fuel cost and greenhouse gas emissions. Today PHEV is more promising in energy efficiency than HEVs if the energy storage system (ESS) is recharged by electricity generated from clean energy sources, such as wind and solar.

Most of the existing powertrain architectures need two electric machines (EMs) to function as an electric motor and generator respectively. To improve the vehicle all-electric drive performance and energy efficiency, the University of Technology, Sydney (UTS) PHEV is proposed, which is a series-parallel type. The UTS PHEV requires only a single EM in its powertrain to function as an electric motor or generator in different time intervals controlled by a special energy management strategy (EMS). This powertrain uses two electric energy sources, which are battery and ultracapacitor packs that can work together

to maintain the state of charge (SOC) at a high level in order to improve vehicle all-electric drive performance and energy efficiency.

While the main drive power of the UTS PHEV comes from the electric motor supplied by the battery pack, the ICE is needed as a back-up and auxiliary power source. Adding the ultracapacitor pack to this powertrain can more effectively capture the regenerative braking energy resulting in better energy efficiency and meet large power demand from the electric motor, providing better dynamic drive performance and all electric range (AER). In comparison with the HEVs, the size of the ICE can be reduced since it is needed just as auxiliary drive when there is a need for extra power during fast acceleration or hill climbing and for battery charging when the SOC is low during long distance drives.

In this work, through a power flow analysis of the powertrain, the vehicle main components were sized according to the vehicle parameters, specifications and performance requirements to meet the expected power requirements for steady state velocity of an average typical 5-passenger car. After the sizing process, the components were selected based on the parameters and specifications of each component. Then, the model of individual components that make up the overall structure of the UTS PHEV powertrain, known as UTS PHEV code are derived and implemented numerically in the MATLAB/SIMULINK environment to study their operational performance in various drive cycles measured under real-life conditions. The accuracy of the model is verified and validated by a comparison between the simulation results from the UTS PHEV and the Advanced Vehicle Simulator (ADVISOR) codes during a number of standard drive cycles.

The simulation results of the selected subsystems from both codes are compared and the advantages and disadvantages are discussed.

Extensive analysis has been conducted on the fuel economy, emissions: 1) hydro carbon; 2) carbon monoxide; and 3) nitrogen oxides, electrical consumption, AER, operation cost and total lifetime cost computed for different standard drive cycles, developed low and high density traffic patterns drive cycles and example of high congestion drive cycle. The main objective of the test procedure design is to optimize the power and energy demands throughout the system and compare the fuel economy, emissions, electrical consumption, AER, operation cost and total lifetime cost of the UTS PHEV code with the existing powertrain architectures by satisfying the test procedure inputs. The power balance requirements between the battery and ultracapacitor packs in its ESS is also studied by testing the effectiveness of the developed EMS using the three different selected standard drive cycles.

The optimization of a power flow management in the UTS PHEV powertrain via parametric study and genetic algorithm method of optimization is implemented in this work for several standard drive cycles. The objective of this optimization is to obtain the best design variable values by improving the chosen objective functions while satisfying the design constraints. Based on the optimization results, there is a significant improvement in fuel economy and emissions and the design variable values are within reasonable and expected range depending on the applied drive cycles.

It can be concluded that the proposed UTS PHEV powertrain can achieve the desired all-electric drive performance and improve the energy efficiency by using only one EM through the implementation of a more sophisticated EMS and ultracapacitor pack so as to reduce the negative impacts on global warming, oil depletion and the compulsory standard on fuel economy and emissions.

LIST OF CONTENTS

CERTIFICATE OF ORIGINALITY	I
ACKNOWLEDGEMENTS	II
ABSTRACT.....	IV
LIST OF CONTENTS	VIII
LIST OF FIGURES	XIV
LIST OF TABLES	XXIII
LIST OF SYMBOLS	XXVII
NOMENCLATURE.....	XXX

CHAPTER 1 INTRODUCTION.....	1
1.1 Background	1
1.1.1 Oil depletion.....	1
1.1.2 Global warming	6
1.1.3 Corporate Average Fuel Economy (CAFE) standards.....	8
1.1.4 Environmental Protection Agency (EPA) emissions standards	11
1.2 Research Statement	13
1.3 Research Objectives	15
1.4 Scope of Research	16
1.5 Outline of the Thesis	18

CHAPTER 2 LITERATURE REVIEW.....	22
2.1 Introduction.....	22
2.2 Vehicle Powertrain Architectures	22
2.2.1 Internal combustion engine (ICE) powered vehicles.....	23
2.2.2 Electric vehicles (EVs).....	24
2.2.3 Hybrid EVs (HEVs)	26
2.2.3.1 Series HEVs	27
2.2.3.2 Parallel HEVs.....	29
2.2.3.3 Series-parallel HEVs.....	30

2.2.4	Plug-in HEVs	30
2.2.5	Hybrid development trends.....	32
2.2.5.1	Toyota Motor Company.....	32
2.2.5.2	Honda Motor Company	36
2.2.5.3	General Motors Company.....	39
2.2.5.4	Nissan Motor Company	40
2.2.5.5	Remarks	41
2.2.6	University of Technology, Sydney (UTS) PHEV.....	42
2.2.7	Remarks	43
2.3	Survey and Discussion of the Existing Simulation Tools.....	44
2.3.1	The Powertrain Systems Analysis Toolkit (PSAT)	44
2.3.2	The Advanced Vehicle Simulator (ADVISOR).....	48
2.3.3	Remarks	52
2.4	Summary	52

CHAPTER 3 UTS PHEV PARAMETERS, SPECIFICATIONS AND

	REQUIREMENTS.....	54
3.1	Introduction.....	54
3.2	Components Sizing	54
3.2.1	Electric machine (EM)	58
3.2.2	Internal combustion engine (ICE).....	58
3.2.3	Battery	59
3.3	Selected Components Parameters and Specifications.....	60
3.3.1	Electric machine (EM)	61
3.3.2	Internal combustion engine (ICE).....	62
3.3.3	Battery.....	65
3.4	Summary	67

CHAPTER 4 UTS PHEV MODEL DEVELOPMENT..... 69

4.1	Introduction.....	69
4.2	Drive Cycle Profile Model.....	70

4.3	Driver Model.....	76
4.4	Energy Storage System (ESS) Model	77
4.4.1	Battery model.....	77
4.4.2	Ultracapacitor model.....	82
4.5	Electric Machine (EM) Model	85
4.6	Wheels Model	87
4.7	A Proposed 4-Speed Automatic Transmission (AT) Model.....	89
4.7.1	EM only mode.....	90
4.7.2	EM and ICE combined mode.....	91
4.7.3	ICE only mode	92
4.7.4	ICE recharge mode.....	92
4.7.5	Regenerative braking mode	93
4.7.6	Mechanical braking mode.....	94
4.8	Gearbox Model	94
4.9	Vehicle Model.....	96
4.9.1	Aerodynamic force.....	98
4.9.2	Rolling resistance force.....	98
4.9.3	Inertia force	98
4.9.4	Gravitational force	99
4.10	Internal Combustion Engine (ICE) Model.....	99
4.11	Overall Structure of the UTS PHEV Powertrain Model.....	103
4.12	Summary.....	104

CHAPTER 5 UTS PHEV ENERGY MANAGEMENT STRATEGY

	DEVELOPMENT	106
5.1	Introduction.....	106
5.2	Overview.....	106
5.3	Braking Drive Conditions	110
5.3.1	Mechanical braking mode.....	111
5.3.2	Regenerative braking mode	111
5.4	Cruising Drive Conditions	113

5.4.1	EM only mode.....	114
5.4.2	ICE only mode	116
5.4.3	ICE recharge mode.....	117
5.4.4	EM and ICE combined mode.....	119
5.5	Other Drive Conditions.....	121
5.5.1	Plugging-in charging mode.....	121
5.5.2	Charging during idle mode	122
5.5.3	Discharging to supply electrical accessory loads when EM and ICE are in off mode	123
5.6	Summary	124

CHAPTER 6 PERFORMANCE ANALYSIS, SENSITIVITY STUDY AND MODEL

	VERIFICATION.....	126
6.1	Introduction.....	126
6.2	Implementations of Different Tests	126
6.2.1	Acceleration	127
6.2.2	Gradeability.....	128
6.2.3	Range	129
6.3	Sensitivity Study	130
6.3.1	Driving style.....	130
6.3.2	Battery internal resistance.....	132
6.3.3	Electric machine (EM) peak efficiency	135
6.3.4	Accessory loads	137
6.3.5	Energy costs	138
6.3.6	Remarks	139
6.4	A Comparison of Simulation Results between the ADVISOR and UTS PHEV Codes	139
6.4.1	Standard drive cycles	140
6.4.2	Vehicle performance	140
6.4.3	Energy storage system (ESS).....	143
6.4.4	Electric machine (EM).....	152

6.4.5	Wheels.....	156
6.4.6	Remarks	158
6.5	Summary	160

CHAPTER 7 VEHICLE FUEL ECONOMY, EMISSIONS, ELECTRICAL

	CONSUMPTION AND ALL ELECTRIC RANGE ANALYSIS.....	161
7.1	Introduction.....	161
7.2	Fully and Partially Charge Tests.....	162
7.3	Impact of Different Standard and Developed Low and High Density Traffic Patterns Drive Cycles.....	170
7.3.1	Influence of different standard drive cycles.....	171
7.3.2	Influence of the developed low and high density traffic patterns drive cycles.....	173
7.4	Impact of Battery Characteristics and Drive Cycles.....	176
7.5	Impact of Different Initial and Target SOC's of the Battery during the Example of High Congestion Drive Cycle	178
7.6	Summary	183

CHAPTER 8 VEHICLE POWER, ENERGY, OPERATION COST AND TOTAL

	LIFETIME COST ANALYSIS.....	184
8.1	Introduction.....	184
8.2	Case Study of the Effectiveness by Combining Batteries and Ultracapacitors	184
8.2.1	The FTP drive cycle.....	185
8.2.2	The HWFET drive cycle.....	190
8.2.3	The INDIAN HIGHWAY drive cycle.....	194
8.2.4	Remarks	198
8.3	Vehicle Operational Cost for Different Battery Characteristics	199
8.4	Vehicle Total Lifetime Cost for Different Powertrains	201
8.5	Impact of Driving Distance on the UTS PHEV Powertrain Energy Consumption	208

8.6	Summary	210
CHAPTER 9 OPTIMIZATION OF ENERGY MANAGEMENT STRATEGY		212
9.1	Introduction.....	212
9.2	Overview	212
9.3	Parametric Study.....	214
9.3.1	The power rating of the EM and vehicle FDR.....	215
9.3.2	The power rating of the ICE and vehicle FDR	217
9.3.3	The power rating of the EM and ICE.....	219
9.3.4	The number of modules for battery and ultracapacitor.....	221
9.3.5	The low and high SOC levels of battery and ultracapacitor	222
9.3.6	Remarks	225
9.4	Optimization Algorithm.....	225
9.4.1	Genetic algorithm.....	226
9.4.2	Optimization problem setup.....	227
9.4.3	Optimization results	229
9.5	Summary	233
CHAPTER 10 CONCLUSIONS, CONTRIBUTIONS AND FUTURE WORK		234
10.1	Conclusions.....	234
10.2	Contributions.....	237
10.3	Future Work	242
APPENDICES		244
Appendix A List of Publications Based on this Thesis.....		244
Appendix B Electric Machine (EM) Data.....		246
Appendix C Internal Combustion Engine (ICE) Data		250
Appendix D Battery Data.....		258
Appendix E Ultracapacitor Data.....		260
REFERENCES.....		262

LIST OF FIGURES

Figure 1.1	Hubbert's idealized oil discovery and production curves.....	2
Figure 1.2	The Hubbert world oil discovery and production curves and Ivanhoe's modification curve	3
Figure 1.3	Ivanhoe's projection.....	3
Figure 1.4	The world oil gap.....	5
Figure 1.5	Australia's oil production and consumption 1965 – 2025	5
Figure 1.6	The global temperature for both the annual and 5-year means.....	7
Figure 1.7	Level of CO ₂ in the atmosphere.	8
Figure 1.8	HC emissions standards for passenger cars and light trucks from years 1966 through 2008	11
Figure 1.9	NO _x emissions standards for passenger cars and light trucks from years 1966 through 2008	12
Figure 1.10	CO emissions standards for passenger cars and light trucks from years 1966 through 2006	12
Figure 1.11	PM emissions standards for passenger cars and light trucks from years 1982 through 2003	13
Figure 2.1	Schematic illustration of an ICE powered vehicle powertrain	23
Figure 2.2	Energy losses in an ICE powered vehicle powertrain during the UDDS drive cycle	24
Figure 2.3	Energy losses in an ICE powered vehicle powertrain during the HWFET drive cycle	24
Figure 2.4	Schematic illustration of a typical EV powertrain	25
Figure 2.5	Schematic illustration of series HEV powertrain configuration	28
Figure 2.6	Schematic illustration of parallel HEV powertrain configuration	29
Figure 2.7	Schematic illustration of series-parallel HEV powertrain configuration..	30
Figure 2.8	Schematic illustration of series-parallel PHEV powertrain	31
Figure 2.9	THS schematic diagram.....	33
Figure 2.10	THS simulation model in ADVISOR	33

Figure 2.11	Typical energy flow in the THS II	34
Figure 2.12	System output comparison between the THS and THS II	35
Figure 2.13	Honda Insight powertrain layout	37
Figure 2.14	Honda Civic Hybrid schematic	38
Figure 2.15	GM Chevy Volt powertrain schematic	39
Figure 2.16	Schematic illustration of UTS PHEV powertrain	42
Figure 2.17	PSAT GUI.....	45
Figure 2.18	PSAT powertrain architecture selection interface	46
Figure 2.19	Main block diagram for PSAT HEV model	46
Figure 2.20	PSAT simulation process	47
Figure 2.21	Forward looking modeling approach	48
Figure 2.22	ADVISOR startup screen.....	49
Figure 2.23	ADVISOR vehicle input screen.....	49
Figure 2.24	ADVISOR simulation setup screen	50
Figure 2.25	ADVISOR results screen	50
Figure 2.26	Backward looking modeling approach	52
Figure 3.1	Cumulative distribution of daily driving distance in Australia.....	55
Figure 3.2	Vehicle power requirements for steady state velocity	57
Figure 3.3	The EM and inverter efficiency map according to speed and torque	61
Figure 3.4	The ICE efficiency map according to speed and torque	63
Figure 3.5	The fuel use map according to speed and torque	63
Figure 3.6	The HC map according to speed and torque.....	64
Figure 3.7	The CO map according to speed and torque.....	64
Figure 3.8	The NO _x map according to speed and torque	65
Figure 3.9	Different batteries energy density and power density.....	66
Figure 3.10	Different types of batteries made for different vehicular applications	66
Figure 4.1	The UTS PHEV powertrain uppermost level	69
Figure 4.2	The Japanese 10 – 15 driving schedule. Length 660 seconds, distance 4.2 km, average speed 22.7 km/h.....	71

Figure 4.3	The CSHVR driving schedule. Length 881 seconds, distance 11.59 km, average speed 21.8 km/h.....	71
Figure 4.4	The NEDC driving schedule. Length 1179 seconds, distance 10.9 km, average speed 33.3 km/h.....	72
Figure 4.5	The UDDS driving schedule. Length 1369 seconds, distance 12.0 km, average speed 31.6 km/h.....	72
Figure 4.6	The INDIAN HIGHWAY driving schedule. Length 1179 seconds, distance 10.9 km, average speed 40.0 km/h.....	73
Figure 4.7	The US06 driving schedule. Length 600 seconds, distance 12.9 km, average speed 77.2 km/h	73
Figure 4.8	The LA92 driving schedule. Length 1435 seconds, distance 15.8 km, average speed 39.6 km/h.....	74
Figure 4.9	The HWFET driving schedule. Length 765 seconds, distance 16.5 km, average speed 77.6 km/h.....	74
Figure 4.10	The INDIAN HIGHWAY driving schedule. Length 2689 seconds, distance 17.4 km, average speed 23.3 km/h.....	75
Figure 4.11	The FTP driving schedule. Length 2477 seconds, distance 17.67 km, average speed 25.67 km/h.....	75
Figure 4.12	Drive cycle profile model in MATLAB/SIMULINK environment.....	76
Figure 4.13	Driver model in MATLAB/SIMULINK environment	76
Figure 4.14	Input and outputs of the battery model	78
Figure 4.15	Battery model in MATLAB/SIMULINK environment	79
Figure 4.16	Block diagram for determining V_{ocpack} and R_{pack} in MATLAB/SIMULINK environment	80
Figure 4.17	Block diagram of SOC calculation in MATLAB/SIMULINK environment	82
Figure 4.18	Inputs and outputs of the ultracapacitor model.....	82
Figure 4.19	Ultracapacitor model in MATLAB/SIMULINK environment.....	83
Figure 4.20	Block diagram for determining V_{ocpack} , R_{pack} and I_{out} in MATLAB/SIMULINK environment.....	85

Figure 4.21	Inputs and outputs of the EM model.....	85
Figure 4.22	EM model in MATLAB/SIMULINK environment.....	86
Figure 4.23	Wheels model in MATLAB/SIMULINK environment.....	88
Figure 4.24	Power flow schematic of the new 4-speed AT without torque converter	89
Figure 4.25	AT power flow during the EM only mode.....	90
Figure 4.26	AT power flow during the EM and ICE combined mode.....	91
Figure 4.27	AT power flow during the ICE only mode	92
Figure 4.28	AT power flow during the ICE recharge mode.....	93
Figure 4.29	AT power flow during the regenerative braking mode.....	94
Figure 4.30	Gearbox model in MATLAB/SIMULINK environment.....	95
Figure 4.31	Vehicle model in MATLAB/SIMULINK environment	97
Figure 4.32	Inputs and outputs of the ICE model	99
Figure 4.33	ICE model in MATLAB/SIMULINK environment	100
Figure 4.34	Overall structure of the UTS PHEV powertrain model in MATLAB/SIMULINK environment.....	104
Figure 5.1	Block diagram of the UTS PHEV powertrain	107
Figure 5.2	The EMS modes of operation	108
Figure 5.3	Flow chart for the EMS drive conditions.....	108
Figure 5.4	Flow chart for the braking drive conditions.....	111
Figure 5.5	Power flow of the UTS PHEV powertrain during the regenerative braking mode.....	112
Figure 5.6	Power demand during the regenerative braking mode.....	112
Figure 5.7	Flow chart for the cruising drive condition.....	114
Figure 5.8	Power flow of the UTS PHEV powertrain during the EM only mode ...	115
Figure 5.9	Power demand during the EM only mode	116
Figure 5.10	Power flow of the UTS PHEV powertrain during the ICE only mode...	117
Figure 5.11	Power demand during the ICE only mode	117
Figure 5.12	Power flow of the UTS PHEV powertrain during the ICE recharge mode	118

Figure 5.13	Power demand during the ICE recharge mode	119
Figure 5.14	Power flow of the UTS PHEV powertrain during the EM and ICE combined mode.....	120
Figure 5.15	Power demand during the EM and ICE combined mode.....	120
Figure 5.16	Power flow of the UTS PHEV powertrain during the plugging-in mode.....	122
Figure 5.17	Power flow of the UTS PHEV powertrain architecture during the traffic light or the traffic jam mode	123
Figure 5.18	Power flow of the UTS PHEV powertrain architecture when the vehicle is totally stopped	124
Figure 6.1	The acceleration velocity profile	128
Figure 6.2	The constant30 drive cycle	129
Figure 6.3	Li-ion battery R_{int} (solid line: discharging, dash line: charging).....	133
Figure 6.4	NiMH battery R_{int} (solid line: discharging, dash line: charging)	133
Figure 6.5	The vehicle speed during HWFET drive cycle.....	141
Figure 6.6	The vehicle force during HWFET drive cycle.....	141
Figure 6.7	The vehicle speed during UDDS drive cycle.....	142
Figure 6.8	The vehicle force during UDDS drive cycle.....	142
Figure 6.9	The battery current during HWFET drive cycle	143
Figure 6.10	The battery voltage during HWFET drive cycle.....	144
Figure 6.11	The battery power during HWFET drive cycle	144
Figure 6.12	The ultracapacitor current during HWFET drive cycle	145
Figure 6.13	The ultracapacitor voltage during HWFET drive cycle.....	145
Figure 6.14	The ultracapacitor power during HWFET drive cycle.....	146
Figure 6.15	The battery current during UDDS drive cycle	146
Figure 6.16	The battery voltage during UDDS drive cycle	147
Figure 6.17	The battery power during UDDS drive cycle	147
Figure 6.18	The ultracapacitor current during UDDS drive cycle	148
Figure 6.19	The ultracapacitor voltage during UDDS drive cycle.....	148
Figure 6.20	The ultracapacitor power during UDDS drive cycle	149

Figure 6.21	The battery SOC during HWFET drive cycle.....	150
Figure 6.22	The battery SOC during UDDS drive cycle	151
Figure 6.23	The ultracapacitor SOC during HWFET drive cycle.....	151
Figure 6.24	The ultracapacitor SOC during UDDS drive cycle.....	152
Figure 6.25	The EM speed during HWFET drive cycle	153
Figure 6.26	The EM torque during HWFET drive cycle	153
Figure 6.27	The EM power during HWFET drive cycle	154
Figure 6.28	The EM speed during UDDS drive cycle	154
Figure 6.29	The EM torque during UDDS drive cycle	155
Figure 6.30	The EM power during UDDS drive cycle	155
Figure 6.31	The wheel speed during HWFET drive cycle.....	156
Figure 6.32	The wheel torque during HWFET drive cycle.....	157
Figure 6.33	The wheel speed during UDDS drive cycle.....	157
Figure 6.34	The wheel torque during UDDS drive cycle.....	158
Figure 6.35	The acquired and required speeds from UTS PHEV powertrain during HWFET drive cycle	159
Figure 6.36	The acquired and required speeds from UTS PHEV powertrain during UDDS drive cycle	159
Figure 7.1	Schematic diagram of the PCT	164
Figure 7.2	Schematic diagram of the FCT	164
Figure 7.3	The low density traffic pattern drive cycle	173
Figure 7.4	The high density traffic pattern drive cycle	174
Figure 7.5	The example of high congestion drive cycle	178
Figure 7.6	Battery SOC history over several example of high congestion drive cycles	179
Figure 7.7	The AER increase corresponding to the battery initial and target SOC.....	181
Figure 8.1	Block diagram of power balance requirements.....	185
Figure 8.2	The FTP speed profile for 600 s.....	185
Figure 8.3	The FTP power demand profile	186

Figure 8.4	The FTP battery power	187
Figure 8.5	The FTP ultracapacitor power	188
Figure 8.6	The FTP power split profile (dashed line: ultracapacitor, thick solid line: battery and star line: power demand).....	188
Figure 8.7	Energy of the FTP drive cycle (solid line: battery, dashed line: ultracapacitor)	189
Figure 8.8	The FTP acquired and required speeds (solid line: acquired, star line: required)	189
Figure 8.9	The HWFET speed profile for 600 s.....	190
Figure 8.10	The HWFET power demand profile	191
Figure 8.11	The HWFET battery power	191
Figure 8.12	The HWFET ultracapacitor power.....	192
Figure 8.13	The HWFET power split profile (dashed line: ultracapacitor, thick solid line: battery and star line: power demand).....	193
Figure 8.14	Energy of the HWFET drive cycle (solid line: battery, dashed line: ultracapacitor)	193
Figure 8.15	The HWFET acquired and required speeds (solid line: acquired, star line: required)	194
Figure 8.16	The INDIAN HIGHWAY speed profile for 600 s.....	194
Figure 8.17	The INDIAN HIGHWAY power demand profile	195
Figure 8.18	The INDIAN HIGHWAY battery power	195
Figure 8.19	The INDIAN HIGHWAY ultracapacitor power.....	196
Figure 8.20	The INDIAN HIGHWAY power split profile (dashed line: ultracapacitor, thick solid line: battery and star line: power demand).....	197
Figure 8.21	Energy of the INDIAN HIGHWAY drive cycle (solid line: battery, dashed line: ultracapacitor)	197
Figure 8.22	The INDIAN HIGHWAY acquired and required speeds (solid line: acquired, star line: required)	198
Figure 8.23	Total lifetime cost by fuel price at \$2.50/gallon	205
Figure 8.24	Total lifetime cost by fuel price at \$3.50/gallon	206

Figure 8.25	Total lifetime cost by fuel price at \$4.50/gallon	206
Figure 8.26	Total lifetime cost by fuel price at \$5.50/gallon	207
Figure 8.27	Total lifetime cost by fuel price at \$6.50/gallon	207
Figure 9.1	Model-in-the-loop design optimization process	213
Figure 9.2	Vehicle required and acquired speeds (solid line: acquired speed, dashed line: required speed).....	215
Figure 9.3	Fuel economy dependence on the power rating of the EM and vehicle FDR during the HWFET drive cycle.....	216
Figure 9.4	Fuel economy dependence on the power rating of the EM and vehicle FDR during the UDDS drive cycle.....	216
Figure 9.5	Fuel economy dependence on the power rating of the ICE and vehicle FDR during the HWFET drive cycle.....	218
Figure 9.6	Fuel economy dependence on the power rating of the ICE and vehicle FDR during the UDDS drive cycle.....	218
Figure 9.7	Fuel economy dependence on the power rating of the ICE and EM during the HWFET drive cycle	220
Figure 9.8	Fuel economy dependence on the power rating of the ICE and EM during the UDDS drive cycle	220
Figure 9.9	Fuel economy dependence on the number of B_{mod} and UC_{mod} during the HWFET drive cycle	221
Figure 9.10	Fuel economy dependence on the number of B_{mod} and UC_{mod} during the UDDS drive cycle	222
Figure 9.11	Fuel economy dependence on the B_{SOClo} and $B_{SOC hi}$ during the HWFET drive cycle	223
Figure 9.12	Fuel economy dependence on the B_{SOClo} and $B_{SOC hi}$ during the UDDS drive cycle	224
Figure 9.13	Fuel economy dependence on the low and high SOC levels of ultracapacitor during the HWFET drive cycle.....	224
Figure 9.14	Fuel economy dependence on the low and high SOC levels of ultracapacitor during the UDDS drive cycle.....	225

Figure 9.15 Flow chart of the GA 226

Figure 9.16 Population based search of GA..... 227

Figure 9.17 The normalized objective function value versus number of generations
 during the HWFET drive cycle..... 231

Figure 9.18 The normalized objective function values versus number of generations
 during the UDDS drive cycle..... 232

LIST OF TABLES

Table 1.1	CAFE standards for each model year 1978 through 2011	9
Table 1.2	Fuel economy during the city and highway drive cycles for different HEVs model.....	10
Table 1.3	Different test methods used for vehicles around the world	10
Table 2.1	Comparison of different HEV powertrain configuration types	27
Table 2.2	Existing hybrid designs.....	32
Table 2.3	Parameters and specifications of the Toyota Prius THS and THS II.....	34
Table 2.4	Fuel economy of the THS and THS II during the city and highway drive cycles.....	35
Table 2.5	Hymotion L5 PCM parameters and specifications	36
Table 2.6	Honda Insight vehicle parameters and specifications.....	37
Table 2.7	Honda Civic Hybrid vehicle parameters and specifications	37
Table 2.8	Fuel economy of the Honda Insight and Honda Civic Hybrid during the city and highway drive cycles.....	38
Table 2.9	GM Chevy Volt vehicle parameters and specifications	40
Table 2.10	Fuel efficiency and performance of the GM Chevy Volt	40
Table 2.11	Nissan LEAF vehicle parameters and specifications	41
Table 2.12	Summary of the Nissan LEAF's fuel efficiency and performance.....	41
Table 3.1	Vehicle parameters, specifications and performance requirements.....	55
Table 3.2	Main components of the UTS PHEV powertrain	60
Table 3.3	The EM parameters and specifications	61
Table 3.4	The ICE parameters and specifications.....	62
Table 3.5	The battery parameters and specifications.....	67
Table 3.6	Battery pack capacity used in different types vehicle powertrain	67
Table 4.1	The standard drive cycle characteristic parameters	70
Table 4.2	The EM efficiency data according to speed and torque.....	87
Table 4.3	Gear shift schedule of the ICE	96
Table 4.4	Gear shift schedule of the EM.....	96

Table 4.5	The ICE efficiency data according to speed and torque	100
Table 4.6	The ICE fuel use data according to speed and torque.....	101
Table 4.7	The ICE HC data according to speed and torque.....	101
Table 4.8	The ICE CO data according to speed and torque.....	102
Table 4.9	The ICE NO _x data according to speed and torque	102
Table 6.1	Acceleration simulation results for the UTS PHEV powertrain model ..	127
Table 6.2	Vehicle power requirements for different gradeability values at the speed of 100 km/h	129
Table 6.3	Range simulation results for the UTS PHEV powertrain model	130
Table 6.4	Electrical consumption and AER for different drive cycle multiplier factor	131
Table 6.5	Fuel economy and emissions for different drive cycle multiplier factor	132
Table 6.6	The Li-ion battery R _{int}	134
Table 6.7	Electrical consumption and AER for different battery R _{int} of the Li-ion battery	134
Table 6.8	Fuel economy and emissions for different battery R _{int} of the NiMH battery	135
Table 6.9	The NiMH battery R _{int}	135
Table 6.10	Electrical consumption and AER for different EM peak efficiency.....	136
Table 6.11	Fuel economy and emissions for different EM peak efficiency	136
Table 6.12	Electrical consumption and AER for different accessory loads	137
Table 6.13	Fuel economy and emissions for different accessory loads.....	138
Table 6.14	Operation cost for different electricity and fuel prices during 50 miles distance travelled	139
Table 7.1	Vehicle and components parameters and specifications used in the FCT and PCT analysis	162
Table 7.2	Weighting percentage of combined drive cycles	163
Table 7.3	Fuel economy and emissions for the PCT	166

Table 7.4	FCT fuel economy and emissions during 40 miles distance travelled of the UTS PHEV.....	167
Table 7.5	Vehicle and components parameters and specifications of the UTS PHEV and a conventional series-parallel HEV powertrains.....	170
Table 7.6	Fuel economy and emissions under eight different standard drive cycles	171
Table 7.7	Electrical consumption and AER under eight different standard drive cycles	172
Table 7.8	The characteristics of low and high density traffic patterns drive cycles	173
Table 7.9	Fuel economy, emissions, AER and electrical consumption during the developed low and high density traffic patterns drive cycles	175
Table 7.10	Main parameters of various AER vehicle for the INDIAN URBAN, HWFET and INDIAN HIGHWAY drive cycles	176
Table 7.11	Fuel economy and emissions for INDIAN URBAN, HWFET and INDIAN HIGHWAY drive cycles.....	177
Table 7.12	Electrical consumption and AER for different initial SOC _s during 50 miles	180
Table 7.13	Electrical consumption and AER for different target SOC _s	180
Table 7.14	Fuel economy and emissions for different initial SOC _s during 50 miles	181
Table 7.15	Fuel economy and emissions for different target SOC _s	182
Table 8.1	Fuel economy and emissions for different battery characteristics.....	200
Table 8.2	Vehicle daily and annual operation cost under same distance of 40 and 80 miles	200
Table 8.3	Vehicle and components parameters and specifications.....	202
Table 8.4	Vehicles daily and annual operation cost under same distance of 40 miles (fuel price at \$2.50/gallon).....	203
Table 8.5	Estimated maintenance cost for different repair categories according to the lifetime	204

Table 8.6	Purchase and annual maintenance estimated costs	204
Table 8.7	Annual operation cost by different fuel price during the high density traffic pattern drive cycle	205
Table 8.8	UTS PHEV energy consumption by distance for the UDDS and HWFET drive cycles	209
Table 9.1	Parameters used in GA optimization	228
Table 9.2	Vehicle performance constraints used in GA optimization	228
Table 9.3	Initial design variables	229
Table 9.4	Upper and lower bound design variables	229
Table 9.5	Targets and weights of the UTS PHEV powertrain fuel economy and emissions	229
Table 9.5	Final design variable values for the UDDS and HWFET drive cycles...	231
Table 9.6	Fuel economy and emissions comparison for the UDDS and HWFET drive cycles.....	233

LIST OF SYMBOLS

F	driving force
m	vehicle mass
a	acceleration
g	gravitational acceleration
c_{rr}	rolling resistance
θ	the angle of the road
ρ	air density
c_d	drag coefficient
A	frontal area
v	velocity
P_{req}	power required
P_{aero}	power to overcome aerodynamic drag
P_{roll}	power to overcome rolling resistance
P_{grade}	power for ascending
P_{accel}	power for acceleration
P_{EM}	power of the EM
P_{ICE}	power of the ICE
P_{ESS}	power of the ESS unit
P_B	power from battery pack
P_{UC}	power from ultracapacitor pack
$E_{battery}$	battery storage capacity
V_{ocpack}	open circuit voltage of the battery pack
R_{pack}	internal resistance of the battery pack
I_{out}	output current calculation
V_{out}	output voltage
P_D	power demand
V_{oc}	open circuit voltage
R_{chg}	charging resistances

R_{dis}	discharging resistances
V_{out}	voltage at the terminals
$K_{num_cell_series}$	number of cells in the ultracapacitor modules that are connected in series
$K_{num_cell_parallel}$	number of cells in the ultracapacitor modules that are connected in parallel
V_{min}	minimum voltage
V_{max}	maximum voltage
P	power supplied
ω	rotating speed
τ	torque
τ_{output}	output torque
I_{motor}	inertia moment
α	angular acceleration
R	wheel radius
τ_{gear}	gearbox torque
E_{ff}	efficiency
τ_{EM}	EM torque
ω_{gear}	gearbox speed
ω_{EM}	EM speed
ESS_{SOC}	ESS SOC
ESS_{SOChi}	high ESS SOC
$P_{converter,max}$	maximum power of power converter
$P_{EM,max}$	maximum power of EM
$P_{ICE,opt}$	optimum power of ICE
R_{int}	battery internal resistance
η	peak efficiency
D	distance
V_{fuel}	volume of fuel consumed
E_{charge}	required electrical recharge energy

$E_{gasoline}$	constant equal to 33.44 kWh/gallon
ΔSOC	difference between the initial and the target SOC
B_{mod}	battery module
$B_{SOC_{hi}}$	high battery SOC
$B_{SOC_{lo}}$	low battery SOC
UC_{mod}	ultracapacitor module
$UC_{SOC_{hi}}$	high ultracapacitor SOC
$UC_{SOC_{lo}}$	low ultracapacitor SOC

NOMENCLATURE

ICE	internal combustion engine
IPCC	intergovernmental panel on climate change
GHG	greenhouse gas
CO ₂	carbon dioxides
CAFE	corporate average fuel economy
CO	carbon monoxide
HC	hydro carbons
NO _x	nitrogen oxides
PM	particulate matter
mpg	miles per gallon
GM	General Motors
HEVs	hybrid electric vehicles
EPA	environmental protection agency
UTS PHEV	University of Technology, Sydney plug-in hybrid electric vehicle
AER	all electric range
GA	genetic algorithm
EMS	energy management strategy
EM	electric machine
AT	automatic transmission
ADVISOR	advanced vehicle simulator
SOC	state of charge
ESS	energy storage system
EV	electric vehicle
PHEV	plug-in hybrid electric vehicle
INDIAN URBAN	Indian urban driving cycle
INDIAN HIGHWAY	Indian highway driving cycle
UDDS	urban dynamometer drive cycle

HWFET	highway fuel economy test
CI	compressions ignition
SI	spark ignition
ZEVs	zero emissions vehicles
APU	auxiliary power unit
THS	Toyota hybrid system
PCM	plug-in conversion module
SOHC	single overhead camshaft
CVT	continuous variable transmission
MT	manual transmission
PSAT	powertrain systems analysis toolkit
GUI	graphical user interface
NREL	national renewable energy laboratory
DOE	department of energy
SLA	sealed lead-acid
NiCd	nickel-cadmium
NiMH	nickel-metal hydride
Li-ion	lithium-ion
GM	general motors
PI	proportional and integral
Ah	ampere-hour
OWC	one-way clutch
US06	high speed and high acceleration component of the U. S. EPA's supplemental federal test procedure
NEDC	new European drive cycle
CSHVR	city-suburban heavy vehicle route
LA92	Unified LA92
FTP	U. S. EPA federal test procedure
UDDSHDV	urban dynamometer driving schedule for heavy-duty vehicles
BP	brake pressure

PCT	partial charge test
FCT	fully charge test
DIRECT	divided rectangles
SA	simulated annealing
PSO	particle swarm optimization
FDR	final drive ratio